



Economic Commission for Europe**Administrative Committee for the TIR Convention, 1975****Technical Implementation Body****First session**

Geneva, 18–21 January 2022

Item 5 (a) (v) of the provisional agenda

eTIR conceptual, functional and technical documentation**Version 4.3****Amendments****Itinerary****Note by the secretariat****I. Introduction and mandate**

1. At its third session, the Group of Experts on Conceptual and Technical Aspects of Computerization of the TIR Procedure (WP.30/GE.1) recalled its discussion on the matter at its second session (ECE/TRANS/WP.30/GE.1/4, para. 19) and considered a proposal to change the itinerary from the level of countries to the level of customs offices, to ensure that countries in which the advance data is processed by a specific customs office, e.g. Turkey, would be in a position to send the advance data to the relevant customs office. Several experts expressed concerns with the proposal and suggested that more flexibility should be envisaged. WP.30/GE.1 discussed various options to introduce such flexibility. A first option would be to keep the itinerary at the level of countries and include an optional attribute to indicate customs offices. Such option would require that transport operators would know for which countries they have to provide such information and run the risk of facing penalties if they do not provide the required information. Alternatively, the customs office attribute could be made dependant and a condition added to ensure that for certain countries the attribute would have to be provided. This would require all countries and the eTIR international system to validate advance data against this condition. Finally, a last option would be to introduce flexibility by making the provision of the intended itinerary mandatory at the beginning of the transport but not oblige transport operators to amend this information in case they need to change border crossing, i.e. due to the traffic conditions or if the customs authorities would have forced them to use an exit border point other than the one they had indicated in the intended itinerary.

2. After extensive discussions, WP.30/GE.1 was not in a position to agree on any of those options and requested the secretariat to bring the issue to the first session of the Technical Implementation Body (TIB). At its 158th session, the Working Party on Customs Questions affecting Transport (WP.30) mandated the secretariat to transfer version 4.3 of the eTIR specifications (including the remaining open issue about the itinerary) to AC.2 and to TIB.

II. Options

A. Dependent provision of the customs offices composing the itinerary

3. In this first option, the itinerary at the level of the customs office would have to be provided for the countries that request it. A new condition, together with a central record of the countries that require such a detailed itinerary, would ensure that the itinerary is provided at the right level for all countries. The eTIR international system and all customs administrations will ensure that all advance TIR data or advance amendment data they process comply with this new condition. At the classes and attribute level, in messages E6, E9, E11, I5, I7 and I15, for each “Consignment” in the “TransportMeans” class, the Itinerary would be modelled as follows:

	TransportMeans	1 .. unbounded	R
	...		
	Itinerary	1 .. unbounded	R
	Sequence number	1 .. 1	R
	Country, coded	1 .. 1	R
	Customs office	0 .. unbounded	D
	Sequence number	1 .. 1	R
	Identifier	1 .. 1	R
	Role, coded	1 .. 1	R

1. Advantages

4. This option allows selected customs administrations to make the itinerary at the level of customs offices mandatory and ensure that customs notifications (I15) also comply with this requirement.

2. Drawbacks

5. All customs administrations will have to check advance TIR data and advance amendment data to ensure they comply with the requirements of all countries along the itinerary. This will require to create and maintain a central record of the specific requirements of each country. Furthermore, this option requires that all declarations mechanisms, as per Article 6 of Annex 11, and national customs systems of contracting parties will have to ensure that messages exchanged comply with this new condition.

3. Example

6. A single consignment transported on a truck (PK1234) from Pakistan to Turkey via Iran, assuming only Turkey would require an itinerary at the level of the customs offices. Using values instead for code and presenting it in table format in order to improve the readability, the itinerary of the transport means in the advance TIR data message (E9) should look as follows:

<i>TransportMeans</i>			<i>Itinerary</i>			<i>Customs office</i>		
<i>Sequence number</i>	<i>Identifier</i>	<i>Type</i>	<i>Nationality</i>	<i>Sequence number</i>	<i>Country</i>	<i>Sequence number</i>	<i>Identifier</i>	<i>Role</i>
1	PK1234	Truck	Pakistan	1	Pakistan	-	-	-
				2	Iran	-	-	-
				3	Turkey	1	Gürbulak	en route
						2	Ankara	destination

7. If Iranian customs would require the TIR transport to exit Iran via Sero customs office (instead of Bazargan), or would the driver decide that due to heavy traffic leading to Bazargan, the holder, or an agent on his/her behalf, would have to send an advance amendment data (E11) to Turkish customs (or to Iranian customs) to change the Gürbulak into Kapikuy.

B. Depended amendment of Customs office composing the itinerary

8. In this second option, the itinerary at the level of the customs office would have to be provided for all countries/regions. However, the holder would only be required to amend the customs offices composing the itinerary for countries that would request it. A new rule, together with a central record of the countries that require the amendment of the itinerary, would ensure that the itinerary is amended when required.

9. At the classes and attribute level, in messages E6, E9, E11, I5, I7 and I15, for each “Consignment” in the “TransportMeans” class, the Itinerary would be modelled as follows:

	TransportMeans	1 .. unbounded	R
	...		
	Itinerary	1 .. unbounded	R
	Sequence number	1 .. 1	R
	Country, coded	1 .. 1	R
	Customs office	1 .. unbounded	R
	Sequence number	1 .. 1	R
	Identifier	1 .. 1	R
	Role, coded	1 .. 1	R

1. Advantages

10. This option simplifies the submission of advance TIR data and advance amendment data by holders as they would have to consistently provide customs office information for all countries/regions.

11. Customs administrations that require up-to-date itinerary at the level of customs offices will receive the required amendments.

2. Drawbacks

12. This option will require the creation and maintenance of a publicly available central record of the countries which require the itinerary to be amended in case of deviations.

3. Example

13. Using the same transport as in 1.c, the itinerary of the transport means in the advance TIR data message (E9) should look as follows:

<i>TransportMeans</i>				<i>Itinerary</i>		<i>Customs office</i>		
<i>Sequence number</i>	<i>Identifier</i>	<i>Type</i>	<i>Nationality</i>	<i>Sequence number</i>	<i>Country</i>	<i>Sequence number</i>	<i>Identifier</i>	<i>Role</i>
1	PK1234	Truck	Pakistan	1	Pakistan	1	Karachi	departure
						2	Taftan	en route
				2	Iran	1	Mirjaveh	en route
						2	Bazargan	en route
				3	Turkey	1	Gürbulak	en route
						2	Ankara	destination

14. Considering that Turkey would be the only country requesting the mandatory amendment of customs offices along the itinerary, if Iranian customs would require the TIR transport to exit Iran via Sero customs office (instead of Bazargan), or would the driver decide that due to heavy traffic leading to Bazargan, the holder, or an agent on his/her behalf, would have to send an advance amendment data (E11) to Turkish customs (or to Iranian customs) to change the Gürbulak into Kapikuy. In case of the driver would have to change border crossing between Pakistan and Iran, the holder would not be required to send advance amendment data to either country.

III. Mandatory rerouting

15. In cases where Customs administration would impose a different customs office of exit than the intended by the holder, an automatic amendment of the itinerary could be envisaged in the eTIR international system. The information, which is often reported by Customs in the National Itinerary class contained in the TIR operation Start class, could be used, in combination with the data on bordering offices contained in the ITDB, to automatically notify the subsequent customs administration that the TIR transport will enter their territory via another customs office of entry.

16. Such a new functionality, which would provide greater facilitation to holders regardless of the option described above, could be further described and included in version 4.4 of the eTIR specifications.

IV. Considerations by TIB

17. TIB may wish to consider the various options described above and instruct the secretariat on how to proceed.
